



Certificate of Temporary Non-compliance with a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Temporary non-compliance

Deviation Number: **13/055/TNC**

2. Details of applicant:

Senior Projects Engineer, Merseyrail Electrics 2002 Ltd, 8th Floor, Rail House, Lord Nelson Street, Liverpool, L1 1JF

3. Your reference number:

MRE: BN/002

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Birkenhead North Station Temporary Footbridge and construction site hoardings – Island Platform lateral clearances, bridge and stair widths.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Four	September 2010	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

6.2.1, 6.2.2 b) and 6.2.3.

6c. RGS clause requirements:

“6.2.1 Buildings and structures, including supports to station roofs, platform canopies and any associated barriers that protect structures from impact, shall not unduly restrict the movement of passengers.

6.2.2 New buildings and structures, and alterations to existing buildings and structures, shall be located to provide the following minimum distances to the platform edge:

- a) 3000 mm where the permissible or enhanced permissible speed on the line adjacent to the platform exceeds 100 mph (165 km/h)
- b) 2500 mm at other platforms

6.2.3 Particular requirements for the location of platform furniture and isolated columns supporting lighting, signs and driver only operation (DOO) equipment are set out in sections 6.4, 6.5 and 6.6.”

7. Scope of deviation:

As part of the Department for Transport (Dft) National programme for step-free disabled passenger Disability Discrimination Act (DDA) Compliance, the "Access for All" initiative, the project remit is to replace the existing station footbridge, Structure Number CWK2/8, at Birkenhead North Station, which provides the only access to the island platform 1&2.

The proposed new replacement permanent works footbridge will incorporate step-free access to the platforms via DDA compliant lifts, and also provide access to a newly constructed car park adjacent to the station. Working in partnership with Dft, Network Rail, and Merseytravel PTE, the local devolved concession organisation, it has been mutually agreed that this Project is to be designed and delivered by Merseyrail as a Train Operating Company (TOC) delivered enhancement scheme.

In order to facilitate the removal of the existing station footbridge and the construction of the new replacement DDA-compliant footbridge and keep the station operational to the public at all times, it will be necessary to provide a temporary footbridge at the opposite end of the station platforms well away from the construction site. In addition, site hoarding and temporary fencing will also be required around the perimeter of the permanent works construction site.

Due to the very limited width of the existing island platform and the constrained railway land footprint available at this location, there is insufficient space to meet the dimensional requirements of GI/RT7016 regarding usable platform width relative to the temporary footbridge and permanent works construction site hoardings and temporary fencing.

Platform widths in the vicinity of the temporary footbridge will be reduced to 2200 mm, 2000 mm, and 2300 mm in three areas (see drawing NG8106-102 within the Approval in Principle Form 001 design submission document, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, appended to this application), rather than the minimum 2500 mm required by GI/RT7016.

The reduced width on Platform 2 would be 2 m, reducing to 1.6 m beyond the last passenger door.

The derogation includes a reduced platform width of 1.6 m for a 3.1 m length based on the notional hoarding line and relevant signage will be provided.

8. Impacts of complying with the current RGS requirement:

It is not feasible to achieve compliance due to the physical restrictions imposed by the existing platform width, and the location of the existing and proposed temporary and permanent footbridges and related construction site hoardings and temporary fencing.

To ensure full compliance to RGS, major reconstruction and remodelling of the station and related track, signalling, telecoms, and third rail traction power railway infrastructure would need to be undertaken, requiring an investment of at least c£8m- £10m over and above the level of funding available for the core remitted footbridge replacement and enhancement scheme.

9. Proposed alternative actions:

The following measures are proposed to reduce risk during the period when the temporary footbridge is in use:

- a) The width of the temporary footbridge can achieve 1400 mm, which is the same as the existing footbridge stairs.
- b) On Platform 1, "Passenger Loop" platform: the position of the temporary footbridge will allow Platform 1 to remain usable by three-car trains. A temporary three-car stop sign to be provided to clarify stopping position.
Note: the line speed is 15 mph on this line, so accurate stopping should be possible within the available length created. (See attached extract from the Network Rail Sectional Appendix within the Approval in Principle Form 001 design submission document, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, appended to this application).
- c) On Platform 2, Up main "West Kirby" line platform: a temporary three-car stop sign to be provided, so three-car trains will stop in the central area of platform where the width is not reduced (a limited number of peak hours six-car trains will need to use the reduced width areas).
- d) Platform 1 / 2: temporary fencing and anti-trespass guards will be provided to deter public access around the Platform 1 side of the temporary footbridge.

- e) On Platform 3, Down Main "West Kirby" platform: the Existing three-car stop sign to be temporarily taken out of use; a temporary three-car stop sign is to be provided in a new position. Three-car trains will stop clear of the area of reduced platform width at the rear of the train (six-car trains will need to use the reduced width area).

10. Impacts of the alternative actions:

The short-term temporary works are essential to enable improvement of the permanent access route to the platforms.

- a) The width of the temporary footbridge is the same as the existing footbridge stairs, therefore current pedestrian flow /capacity will not be reduced and existing signal sighting not adversely affected.
- b) The temporary risk control measures will enable three-car trains to avoid the areas of reduced platform width.
- c) The areas of reduced width platform are towards the platform ends. Passenger flows in these areas will generally be lighter and in one direction (i.e. passengers disembarking from ends of train, and walking towards exits near centre of platforms). There will be no major pedestrian flows in conflicting directions within the reduced width areas.
- d) Local line speeds are relatively low – refer to Sectional Appendix Table A extract within the Approval in Principle Form 001 design submission document, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, appended to this application.

The strategy described above is devised to facilitate a pragmatic scheme that can be delivered and commissioned on site by the end of the present Regulatory Control Period, CP4, being 31/03/2014 within available funding sources that can be allocated from the DfT Access for All programme.

11. What other options have been considered?

Consideration has been given towards the provision of a fully compliant width of island platform to enable the required standard platform widths. However, due to the restricted nature of the railway land footprint at this station, this would entail significant track and signalling remodelling, including an element of rationalisation, together with significant platform reconstruction work that would be operationally detrimental and extremely disruptive to the railway and its customers in relation to the aspiration to provide a solution that pragmatically delivers step-free access for customers between platforms and the new adjacent car park. All of these elements make such a solution route undesirable to the client organisations, and not attainable within existing available implementation budgets.

A further alternative of providing temporary access to/from the existing road overbridge at the west end of the station has been considered, but this introduces complications to the project delivery timescales and liabilities due to relative ownership of the bridge, highway, embankment side slopes, and station assets and the need to devise and seek approval for and subsequent making good of the structure, as well as a remaining platform width restriction issue to address on the island platform.

12. Consultation with affected parties

Network Rail (Asset Steward and Landlord), Network Rail (Access for All Programme Sponsor), DfT (Access for All programme team), Merseytravel PTE (TOC Concession Client and lead design funder), Merseyrail (Train Operating and Station Management Teams) have all been consulted and all parties are fully supportive of the need for the new bridge and the pragmatic solution developed to fit within the confined footprint available. The provision of a new bridge on the existing available footprint, as opposed to retro-fitting lifts to the existing bridge and retro-fitting an additional modern side link span to the car park, was a specific requirement of the Network Rail LNW Route Buildings Engineer Asset Steward. The provision of a temporary footbridge and temporary construction hoardings and fencing is a logistical requirement of enabling the removal of the existing footbridge and construction of the new replacement footbridge with lifts.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

The reasons, location, and indicative layout of the proposed scheme is described and illustrated by scheme drawings within an outline design Approval in Principle proposal document for the related Permanent Works Footbridge scheme, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, a copy of which is appended to this application.

The proposed works will also require derogations to the following non RGS codes and standards:

- DfT: Code of Practice Accessible Train Station design for Disabled People: A Code of Practice, Version 03 November 2011: F1 Clauses 2 and 8 regarding the width of the Temporary Footbridge staircase accesses to the platforms at the west end of the station. A clear width of 1400 mm is to be provided between handrails (minimum 1600 mm required in the DfT Code of Practice (CoP)); this is no less than the existing stair width provided by the existing non-DfT CoP compliant permanent footbridge.

Deviation certificate 13/056/DGN covers the non-compliant platform width associated with the replacement footbridge.

14. Method of elimination:

The proposed completion and commissioning into service of permanent works for the related provision of a new DDA compliant footbridge will eliminate the need for the temporary works by the proposed finish date of the temporary non-compliance.

15. Start and end date:

From 01/08/2013 to 30/04/2014

16. Signature of applicant:

Senior Projects Engineer

Date of application:

04/04/2013

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

08/05/2013

Minute reference:

13/INS/05/108

Authorised by:

Date of Authorisation:

10/06/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock